

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 4936

Port of *Belfast* Date of completion of Report *Dec 21st 1898* Received at London Office *TUES. 27 DEC 1898*
 Survey held at *Belfast* Date, First Survey *August 24th 1898* Last Survey *October 19th 1898*
 On the *Steel Twin Screw Steamer "Manhattan"* Rig *Berm 4 masts*
 Tonnage under Tonnage Deck *4735.61* SPAR, AWNING OR PART AWNING-DECKED VESSEL Master

Received by Chief Surveyor *27. 12. 98*

Received from Chief Surveyor

VESSEL'S NAME *St. Twin S.S. "Manhattan"* Report *Bel.* No. *4936*

The remarks of the Chief Surveyor are desired on this case for the consideration of the Classing Committee.

(*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Excerpt from Sub-Committee's Report, 24/5/92.)

Nature of Survey

First entry

It is submitted that before this case receives the consideration of the Committee the Liverpool Surveyors should be requested to state whether the classification survey has been completed on this vessel. They should be reminded that the vessel was towed from Belfast to their port in October last for the purpose of receiving her machinery, and that in order to complete the survey on the hull, the weather decks and tunnels required to be tested with a hose, the deck pumps and watertight doors tested, and openings over the engines and boilers permanently closed over. If the survey has been completed it should be reported without delay as the first entry report cannot be laid before the Committee until their report has been received at this office.

*Dr. h. h. v.
27/12/98.*

*C. H. F.
27/12/98*

(1) As Master in service of owner of present vessel—18
(2) As Master of this vessel—18

Launched *Sept 13th*
and 6 W. & L. Ltd.
Steamship Co. Ltd.

*Anchor Church St.
London*

Dry Dock while Building

of Decks with flat laid *three*
 of Tiers of Beams *three*
exclusive of head deck
 Round up of *9 1/2* ins.
 Dk. Beam, Main Dk. *3 1/2*

Inches in Ship.	Inches per Rule Or as Approved.
<i>10 x 3</i>	<i>10 x 3 flat</i>
<i>12 x 3 3/8</i>	<i>12 x 3 3/8</i>
<i>13 x 3</i>	<i>13 x 3</i>
<i>11 1/2</i>	<i>11</i>
<i>7 1/2 x 3 1/2</i>	<i>5 1/2</i>
<i>Single plate 1 1/4</i>	

20th in Ship. 20th in Ship. 20th in Ship. 20th in Ship. 20th in Ship.

Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>
<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>4 1/2</i>

<i>36</i>	<i>19</i>	<i>36</i>	<i>19</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>
<i>42</i>	<i>14</i>	<i>42</i>	<i>14</i>

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Average space	30	30	30	30
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
PILLARS, In Fore Body, No. and spacing	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>

Deck, Material and thickness	Steel	Steel	Steel	Steel
Hold, or Orlop Stringer Plate, br'dth & th'kns	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Angles on ditto, No.	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Tie Plates, outside Hatchways	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Deck, Material and thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Poop Deck Stringer Plate, breadth & thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Angles on ditto	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Tie Plates	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Deck, Material and thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Bridge Deck Stringer Plate, br'dth & thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Angle on ditto	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Tie Plates	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Deck, Material and thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Forecastle Deck Stringer Plate, br'dth & th'kns	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Angle on ditto	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Tie Plates	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>
Deck, Material and thickness	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>	<i>Steel</i>

BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
W. T. BULKHEADS	<i>7</i>	<i>6</i>	<i>7</i>	<i>6</i>	<i>6</i>
PARTITION	<i>7</i>	<i>6</i>	<i>7</i>	<i>6</i>	<i>6</i>
LONGITUDINAL	<i>7</i>	<i>6</i>	<i>7</i>	<i>6</i>	<i>6</i>

Are the outside Plates doubled two spaces of Frames in length

Refer to Chief

also for

27. 12. 98

29 DEC 1898

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Referred to the Chief Surveyor

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